DATE DISTR. 9 May 1955  SUBJECT East German Railroad Information NO. OF PAGES 3  PLACE ACQUIRED  DATE OF SUPPLEMENT TO SUPPLEMENT TO REPORT NO.  THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE BATIONAL DEFENSE OF THE UNITED STATES. WHINE THE BASINGS OF THE 18, SECTION 725  INFO 18, 15, 15, 15, 15, 15, 15, 15, 15, 15, 15	-07	CLASSIFICATION S-E-C-R-E-T	
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- f. RAW Stendal was reprimanded by the Minister of Traffic because of its high deficit. The management of the installation explained the situation by stating that the boiler inspector had requested new fire boxes to be installed in 16 boilers. Thereupon, two boiler inspectors from Zwickau and Chemnitz were ordered to check on the conditions of the boilers in Stendal. They reported that the 16 boilers involved required only minor repair work. The boiler in Stendal, however, appealed to the Safety Inspectorate of the Ministry of Traffic and asked them to investigate the situation. The inspectors sent found that all of the 16 boilers required new fire boxes. 5
- g. The electrification of the Halle-Koethen line is to be accelerated so as to make electric train traction still possible in 1955. One electric locomotive which had undergone generally already been sent to Halle. The Fahrzeugver in Halle has already been ordered to locomotive in the course of the next
- 2. On 18 January 1955, a member of the Technical Central Office of the GDR Railroads made a speech on the locomotive equipment in the GDR. He stated that locomotives in the GDR were obsolete and that for this reason Dipl Ing Toepelmann, chief of the Institute for Rail Vehicles, had taken the initiative of developing a new type of locomotive. For the time being, orders had been placed for the modern types of locomotives which would be built. Babelsbefg and LEW in Hennigsdorf. One of the locomotive train tank-locomotive capable of a speed of 90 km/h. The boiler of the locomotive. The locomotive is fitted with wind deflection shields which prevent smoke from obstructing the view of the locomotive engineer. The driver's cabin will be provided with anti-fog windows so as to guarantee unobstructed view at all times. The second locomotive is a Neuerer type locomotive which can be used for all types of trains. This locomotive is fitted with an automatic coal feed system. The boiler of this locomotive and its underframe are also welded. Both locomotives are designed for central lubrication. 3

a. RBD Schwerin will retain only RBAs Guestrow, Rostock and Wittenberge.
RBA Schwerin was dissolved. RBD Greifswald will retain RBAs Stralsund,
Neustrelitz and Passwalk. RBA Eberswalde will be dissolved by 1 April

25X1

c. Olga Mayer, chief interpreter at the Soviet transportation control
headquarters

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25X1

4. On 12 February, 13 type 52 locomotives and four caboeses were observed
parked at Ruednitz railroad station. 10

1. Comment. At the Central Transportation Committee GDR Minister

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of Traffic Kramer announced that the railroad administration had incurred

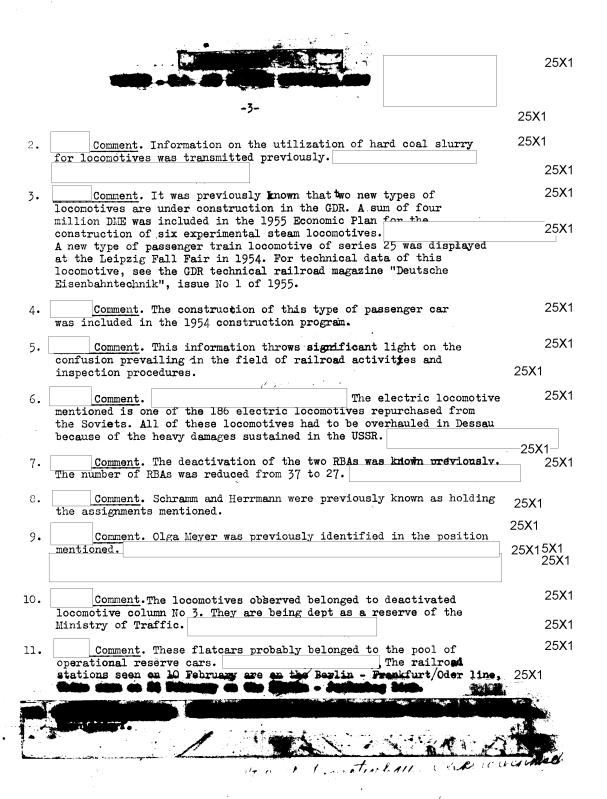
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a heavy deficit in 1954

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- 1. The following information was obtained between 3 and 22 February 1955:
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  - d. The three rail motor coaches imported from Hungary are at present employed between Leipzig and Berlin. One of them is in operation, while the others are at RAWs or Bws (railroad maintenance shop). The movement of the coaches is so jerky that the drinking of coffee for instance as impossible in them.
  - e. The new passenger cors employed for commuter traffic have proved to be excellent they are also well suited for use in hospital trains. These cars have two compartments, and corridors make possible passage through the whole train. The cars are fitted with florescent lights, two-section windows and new-type luggage racks mounted rather high. Of the 100 cars in operation, 45 are employed in the area of RBD Halle. 4

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- f. RAW Stendal was reprimended by the Minister of Traffic because of its high deficit. The management of the inspector had requested new situation by stating that the boiler inspector had requested new fire boxes to be installed in 16 boilers. Thereupon, two boiler inspectors from Zwickau and Chemnitz were ordered to check on the conditions of the boilers in Stendal. They reported that the 16 boilers involved required only minor repair work. The boiler inspector in Stendal, however, appealed to the Safety Inspectorate of the Ministry of Traffic and asked them to investigate the situation. The inspectors sent found that all of the 16 boilers required new fire boxes. 5
- g. The electrification of the Halle-Koethen line is to be accelerated so as to make electric train traction still possible in 1955. One electric locomotive which had undergone general overhaul has already been sent to Halle. The Fahrzeugversuchsanstalt (Vehicle Test Plant) in Halle has already been ordered to inspect this locomotive in the course of the next summer. 6
- 2. On 18 January 1955, a member of the Technical Central Office on the GDR Railroads made a speech on the locomotive equipment in the GDR. He stated that locomotives in the GDR were obsolete and that for this reason Dipl Ing Toepelmann, chief of the Institute for Rail Vehicles, had taken the initiative of developing a new type of locomotive. For the time being, orders had been placed for the construction of two modern types of longmotives which would be built at VEB Lokemotivban Karl Marx Babelsberg and LEW in Hennigsdorf. One of the locomotives is a passenger train tank-locomotive capable of a speed of 90 km/h. The boiler of the engine is welded and not riveted in order to reduce the weight of the locomotive. The locomotive is fitted with wind deflection shields which prevent smoke from obstructing the view of the locomotive engineer. The driver's cabin will be provided with anti-fog windows so as to guarantee unobstructed view at all times. The second locomotive is a Newerer type locomotive which can be used for all types of trains. This locomotive is fitted with an automatic coal feed system. The boiler of this locomotive and its underframe are also welded. Both locomotives are designed for central lubrication. 3

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	1955. 7	
b.	1955. 7	25. 25.

- 4. On 12 February, 13 type 52 locomotives and four cabooses were observed parked at Ruednitz railroad station. 10
  At 2400 on 10 February, 30 to 50 flatcars were observed parked at each of the following railroad stations: Fangschleuse, Hangelsberg, Berkenbrueck, and Briesen. Between 1700 and 1830 on 24 February, about 30 x 4-axle flatcars were observed parked at the Forst Zinna and Gruena-Kloster Zinna railroad stations. 11
- 1. Company. At the Control Company Consistes C

25X1 25X1 Comment. Information on the utilization of hard coal slurry for locomotives was transmitted previously. 25X1 25X1 25X1 3. Corment. It was previously known that two new types of loconotives are under construction in the CDR. A sun of four willian Die was included in the 1955 Economic Plan for the construction of six experimental steam locomotives. 25X1 A new type of passenger train locomotive of series 25 was displayed at the Leitzi Fall Fair in 1954. For technical data of this locomolive, we the GDR technical railroad magazine "Deutsche Einenbaumtoroping, issue No 1 of 1955. 25X1 Cormect. The construction of this type of passenger car was included in the 1954 construction program. Comment. This information throws significant light on the 25X1 confusion provailing in the field of railroad activities and inspection procedured. 25X1 Comment. 25X1 The electric locomotive mentioned is one of the 186 electric locomotives repurchased from the Soviets. All of these locomotives had to be overhauled in Dessau because of the heavy damages sustained in the USSR. 25X1 25X1 The number of RBAs was reduced from 37 to 27. 7. 25X1 25X1 Connent. Schramm and Herrmann were previously known as holding the assignments mentioned. 25X1 9 Comment. Olga Meyor was previously identified in the position mentioned. 25X1 25X1 25X1 10. Comment. The locomotives observed belonged to deactivated locomotive column No 3. They are being dept as a reserve of the Linistry of Traffic. 25X1 25X1 Comment. These flatcars probably belonged to the pool of operational reserve cars. 25X1 The railroad stations seen on 10 February are on the Berlin - Frankfurt/Oder line, those seen on 24 February on the Berlin - Justerbog line. Comment: VEB Lokomotivbau Elektrotechnische Werke Hans Beimler, 12. 25X1

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Hennigsdorf.

